In the Specification:

Replace the Brief Description of the Drawings with the following:

BRIEF DESCRIPTION OF THE DRAWINGS

Embodiments of the present invention will be more readily understood with reference to the following description of an internal combustion engine incorporating the present invention, as illustrated in the accompanying drawings, wherein:-

Fig. 1 is a perspective, part section view of the rotary two-stroke engine.

Fig. 2 is a cross section view through the engine of Fig. 1.

Fig. 3 is a vertical section view through the engine of Fig. 1.

Fig. 4 is a horizontal section view through the engine of Fig. 1.

Fig. 5 is a cross section view of the epicyclic gears.

Fig. 6 is a perspective view of one of the crankcase halves.

Fig. 7 is a view of one end casing with tracts and clearance holes.

Fig. 8 is a view of the casing-side seal rings, exhaust plate and transfer plate.

Fig. 9 is a view of the cylinder-side seal rings.

Fig. 10 is a view of the inlet and transfer timing rings with the locating bars.

Fig. 11 is a side section view through one of the cylinders and ports of the engine of Fig. 1 illustrating a first position of operation.

Fig. 12 is a view as for Fig. 11 illustrating a second position of operation.

Fig. 13 is a view as for Fig. 11 illustrating a third position of operation.

Fig. 14 is a view as for Fig. 11 illustrating a fourth position of operation.

Fig. 15 is a view as for Fig. 11 illustrating a fifth position of operation.

Fig. 16 is an electrical circuit to control the position of ~~one of the timing rings~~ inlet timing ring "A".

Fig. 17 is a view of ~~a timing ring control mechanism~~ the control mechanism for inlet timing ring "A".

Fig. 18 is an electrical circuit to control the position of the air vents.

Fig. 19 is a view of the air vent control mechanism.

Fig. 20 is an electrical circuit to control the position of inlet timing ring "B".

Fig. 21 is a view of the control mechanism for inlet timing ring "B".

Fig. 22 is an electrical circuit to control the position of transfer timing ring "A".

Fig. 23 is a view of the control mechanism for transfer timing ring "A".

Fig. 24 is an electrical circuit to control the position of transfer timing ring "B".

Fig. 25 is a view of the control mechanism for transfer timing ring "B".

On Page 6, please replace the third full paragraph with the following:

With particular reference to Figs. 3 and 4, the driving gear 26 may be bolted to the crankcase 6A and held by a keyway (not shown). The engine oil may drain through the crankcase 6 and/or the cylinder block 2 into the oil drain tracts 85A and 85B and then into the end casings 7A and 7B to return to the tank via internal oilways or external pipes (not shown). The drive-side main bearing 25A may be supported by a separate plate 8 attached to the end casing 7A by the engine bolts 10 and spacers 9 allowing clearance for the driving gear 26 and the timing control mechanisms ~~17I and 17T~~ shown in Figs. 17, 19, 21, and 23. By extending the crankshaft 20 to protrude beyond the end casings 7A and 7B, modules of the engine 1 may be connected together.

On Page 12, please replace the third full paragraph with the following:

Fig. 16 illustrates an electrical circuit and Fig. 17 illustrates a mechanism for controlling the position of the inlet timing ~~rings 90 and 92~~ ring 90A. The other inlet timing ring 90B is illustrated in Fig. 20 and Fig. 21 and Fig. 23 illustrates transfer timing ring 92A. Fig. 24 and Fig. 25 illustrate transfer timing ring 92B. The described

operation of the inlet timing ring 90A is applicable to the other timing rings; only the identification of the parts is different, i.e., the A and B sides of the engine, and the Inlet and Transfer components of the engine. ~~The tachometer needle is electrically insulated from the driving pin and its point makes contact with conductive strips associated with the engine speed control points. The other end of the needle contact another strip connected to a positive potential via an electrical resistance. These strips are insulated from the tachometer body and may or may not be evenly spaced, as also may the grooves 109 in the timing ring control plates 110, depending upon the power characteristics required from the engine 1. The movement of one inlet timing ring 90A will be described. The other inlet timing ring 90B may be controlled by a similar electrical circuit and mechanism 17IB. The transfer timing rings 92A and 92B may use similar electrical circuits and mechanisms 17TA and 17TB.~~

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The tachometer needle may be electrically insulated from the driving pin and the point of the needle may make contact with conductive strips associated with the engine speed control points. These points may or may not be evenly spaced, depending upon the power characteristics required from the engine. The other end of the needle may contact an insulated strip connected to a positive ~~potential via~~ an electrical resistance.

On Page 13, please replace the first and second full paragraphs with the following:

With reference to Figs. 16 and 17, consider that the engine was turning at 3,500 r.p.m. and is now turning at 5,500 r.p.m. The tachometer needle applies a positive potential to the associated contact 113IA operating "RW" relay. "RWl" contact prepares the operation of "IRa" ~~"R"~~ relay. "RW2" contact operates the "ILSA" ~~"ILS"~~ locking solenoid. As the tongue of the "ILSA" ~~"ILS"~~ locking solenoid is about to clear the groove 109IA in the inlet timing ring control plate 110IA, the "ILSA" ~~"ILS"~~ contacts operate. "ILSA2" ~~"ILS2"~~ contact operates "IRa" ~~"R"~~ relay via "RW1" being already

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operated. "ILSA1" ~~"ILS1"~~ contact is associated with "IAa" ~~"A"~~ relay.

"IRa2" ~~"R2"~~ contact energizes the retard valves "IRAa" ~~"RA"~~ and "IRAb" ~~"RB"~~, permitting oil pressure to be applied to one end or the plunger rod 115IA whilst releasing pressure from the other end. Oil, under pressure from the oil pump, enters one control cylinder 114IRa ~~114RA~~ and pushes the plunger rod 115IA against the inlet timing ring control plate 110IA with its attached sprung bearing contact 111IA, causing it to move and remove the negative potential from the contact 113IA on the contact control strip 112IA, releasing "RW" relay. "RW2" contact releases the "ILSA" ~~"ILS"~~ locking solenoid to rest on the edge of the inlet timing ring control plate 110IA. The "ILSA" ~~"ILS"~~ contacts remain operated until spring pressure causes the tongue of the "ILSA" ~~"ILS"~~ locking solenoid to enter the next groove 109IA in the inlet timing ring control plate 110IA when it becomes aligned. This holds the inlet timing ring control plate 110IA rigidly in position and returns the "ILSA" ~~"ILS"~~ contacts to normal. At this point the contact 113IA on the contact control strip 112IA is positioned so that a negative potential is applied to it via the sprung bearing contact 111IA in the inlet timing ring control plate 110IA. "ILSA2" ~~"ILS2"~~ contact releases "IRa" ~~"R"~~ relay. "IRa2" ~~"R2"~~ contact releases the retard valves "IRAa" ~~"RA"~~ and "IRAb" ~~"RB"~~, removing oil pressure from the plunger rod 115IA.

Please replace the paragraph bridging Pages 13 and 14 with the following:

Increasing engine speed to 8,000 r.p.m. would repeat a similar action via "RV" relay. Decreasing engine speed back to 3,500 r.p.m. would cause the inlet timing ring control plate 110IA ~~10IA~~ to move in the opposite direction via "AW" relay energizing ~~and~~ the advance valves "IAAa" ~~"AA"~~ and "IAAb" ~~"AB"~~. The movement of the inlet timing ring control plate 110IA ~~110~~ positions the associated inlet timing ring 90A via the

retaining bars 94.